



American Planning Association
California Chapter
Los Angeles

September 12, 2016

APA Los Angeles Statement of Support for Measure M

APA Los Angeles is pleased to support Measure M, a half-cent sales tax ballot measure to fund Metro’s Long Range Transportation Plan. The measure will be placed on the November 8, 2016 ballot, and the \$120 billion that it is projected to provide over 40 years will be used improve mobility, provide transportation options, stimulate the local economy, and create jobs. Measure M would extend Measure R and provide funding to all 88 cities in Los Angeles County to address local transportation concerns by relieving traffic congestion, implementing street improvements, making bicycle and pedestrian connections, and improving public transportation. This includes investments in bus, rail transit, freeways, local highways and streets, bikeways, sidewalks and goods movement infrastructure.

While ongoing debates surround the planning and implementation of specific projects and programs, Measure M as a whole would create a dramatically improved transportation system to improve communities and redefine commutes for residents in every corner of the County. APA’s national transportation vision includes empowering and improving metropolitan mobility; integrated planning for sustainable communities; investments that promote economic growth and competitiveness, location efficiency, safety, and accessibility for all users; and flexible, performance-driven funding options. Using our adopted national policies as a guide, APA Los Angeles affirms that the focused mobility investments offered by Measure M will help achieve this vision and are deserving of our support.

Below, we offer an analysis of the alignment between APA’s [2010 Policy Guide on Surface Transportation](#) and the goals stipulated in Measure M. More information regarding Metro’s sales tax measure can be found at theplan.metro.net.

Policy 1.1 – Support integration of planning for transportation with planning for land use, economic development, and the environment.	The Plan will create thousands of jobs, significantly increase access to transit, and create new bike pathways and plans within communities.
Policy 1.5 – Support balance between movement of people and movement of goods	The Plan includes multiple highway and interchange improvements for both goods movement and individual transportation.
Policy 1.6 – Support integration of multiple transport modes	The Plan would extend and increase connectivity of rail and bus lines with highways.
Policy 1.8 – Support establishment of equitable, sustainable and flexible funding streams for both capital and operations	The Plan would provide sustainable and flexible funding for both transportation construction and operations.
Policy 2.4 – Support an increased emphasis on public transportation, including buses, passenger rail and other modes as a principal way to meet the mobility and access needs of our metropolitan regions	The Plan would provide first and last mile connections to stations for people on foot and on bike, and for users of all ages and abilities.

Policy 2.7 – Support planning for high-speed and intercity passenger rail networks and intermodal passenger facilities that can help to meet a significant portion of the travel demand currently being met through short-haul commercial aviation to connect communities across the country	The Plan expands the rail and rapid transit system, accelerates rail construction and builds new rail lines. It enhances local, regional and express bus service.
Policy 2.8 – Endorse context sensitive planning balancing the needs of rail alignments, improvements and station placement and design within communities	The Plan enhances rail connectivity between key transit corridors.
Policy 3.4 – Support transportation planning that can achieve significant reductions in GHG emissions and improvements to air quality	The Plan enhances bike pathways, bike master plans, and transit connectivity, which will effectively reduce automobile emissions.
Policy 4.3 – support the development of intercity high speed rail corridors and the integration of new technologies of air and rail as a cornerstone of a 21 st century clean energy economy in the US	The Plan includes development of new high speed rail corridors, and uses highway sub-funds as seed funding for visionary projects.
General Policy 5 – Support policies at the federal, state and local levels that encourage the efficient location and co-location of transportation, housing, jobs and community facilities to reduce public and individual household costs, limit GHG emissions and foster social equity	The Plan makes public transportation more accessible, convenient, and affordable for seniors, students and the disabled, providing better connectivity and access to transportation.
Policy 5.1 – Support prioritizing investments in the maintenance of critical transportation infrastructure to connect existing communities	The Plan includes rail transit and highway improvements to enhance connections between existing communities.
General Policy 6 – Support transportation policies and investments that create safe, healthy and accessible communities	The Plan provides better mobility options for aging populations by increasing access to transportation. It creates active transportation programs such as bike plans and Safe Routes to School.
Policy 7.1 – Support an expansion of transportation funding methods, including innovative approaches that move away from single-mode funding streams with declining reliance on the gas tax over time	Measure M will help create a transportation funding method separate from the gas tax.
Policy 7.3 – Support a system of flexible transportation funding and accountability that links long range transportation plans, “regional blueprint plans,” and comprehensive plans with benchmarks and outcomes. Support the use of transportation block grants, greater sub-allocation funding authority for MPOs and other flexible funding methods to create incentives for comprehensive, community-based transportation plans.	Measure M has built-in flexibility to allow Metro to take advantage of new technologies and developments in transportation. The Independent Taxpayer Oversight Committee reviews progress on the Measure M expenditure plan every 5 years and reviews Metro’s comprehensive assessment of major projects and programs every 10 years, allowing Metro’s Board to reprogram funds and add additional projects.